



In this fine cut-away study of the Naiad, "Flight's" chief artist Max Millar, has well illustrated the unique features of the engine and has revealed as clearly as possible the flow through the unit. At left is a simplified drive diagram giving the respective speeds of rotation.

the main support plate are double-shouldered, and U-section sealing rings of beryllium-bronze are fitted in the shoulder annulae. As at the forward end of the compressor shaft, an essentially similar annular coupling is also used at the rear end to transmit drive from the turbine; and as the total power output from the turbine is but slightly less than 4,000 h.p., the fact that the rear coupling is considerably more robust than its forward complement is only to be expected.

The turbine shaft is housed in an enclosing shroud, bolted by means of a bell-form transfer unit to the main support plate previously mentioned, and also enclosing the journal roller bearing in which the forward end of the turbine shaft is supported. At its after end, the shaft shroud is flange-bolted to the turbine feed manifold, which, in turn, is carried by the rearward subsidiary supporting structure. Before going on to deal with the turbine proper, we should perhaps give attention to the combustion system.